



The Steering Wheel

September 2022

Newsletter of the Midwest Antique Auto Club

Not affiliated with any national club.

An independent group of collectible vehicle enthusiasts.

Dedicated to the preservation of the antique/collectible automobile.

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<u>Historians</u>	<u>Clif & Joyce Ellis</u>	<u>Ph. (402)-397-4279</u>

Meetings are held on the third Sunday of each month. The Board meets at 1:30 p.m. and the general meeting begins at 2:00 p.m. during the months of November, January, February and March at the **NEW CASSEL RETIREMENT CENTER at 900 N. 90th St., Omaha, NE 68114.** During the summer months of April, May, June, July, August, September and October, there are no inside meetings. In these months we have “Official Car Tours” on the third Sunday of each month. Plus whatever extra tours may please us. There is no meeting in December, that meeting is replaced by our annual Christmas banquet. All vehicles are welcome, any year, make or model, but a drivable collectible/antique vehicle is not a requirement for membership.

The deadline for articles for the Steering Wheel is the last Saturday of the month.

The President’s Message



Hello Everyone,

I hope you are enjoying the warm weather while you can. There are quite a few car shows in September. I hope you get out and enjoy follow car enthusiasts while the weather stays nice.

We continue to finish the final few items on my dad’s car. I am hoping that my father can drive the car to the New Cassel car show at the end of the month. Currently, it is at the upholster getting a new top and the final interior items installed. I really appreciate the help of a number of MAAC club members. We couldn’t have finished the car without your help.

See you in September. John and Karen Thurber





CALENDAR OF EVENTS

September 25th Driving Tour

We will be meeting at New Cassel Retirement Center (900 N. 90th Street, Omaha) at 1:00 p.m. on Sunday, September 25th for the rescheduled car show. New Cassel has been a great supporter of the MAAC club allowing us to use their indoor space for our winter meetings. The car show allows us to give back and share our cars with the residents. **Please plan to be at the New Cassel south parking lot at 1:00 p.m.** New Cassel will provide us lunch and goodies. The car show should be over by 3:00 p.m.

September 11th Car Show

The final Show & Shine Car Show is on Sunday, September 11, 2022, 10 AM- 2 PM at Bel-Air Plaza at old Nobbies. 2500 S 120 St Omaha, NE 68144. Food & drink will be on site. There will have a few unique displays since this show falls on Patriot's Day.

Sunridge Village Car Show – September 18th

The Sunridge Village Retirement Community is holding its 4th Annual Car Show at 13410 Blondo Street from noon to 2 p.m. on Sunday, September 18th. Please be parked by 11:30. Hotdogs, chips and a beverage will be provided for all car owners.

Inland Truck Parts and Service Car Show – Thursday, September 22

Meet the Inland team, tour the facility and enjoy Wild West BBQ. Car show time is 11:00 a.m. to 2:00 p.m. at 9944 S. 136 St. Omaha.

October 16th Driving Tour

More information to come on the October 16th driving tour. Please see next month's Steering Wheel.

MEMBER NEWS

We met at Fort Omaha for the 8th Annual Vintage Wheels at the Fort event on Sunday, August 14. The weather was nice and it was a great day for a car show. Although we didn't keep formal track of the members that attended, here is a partial list of people that I remember attending: John and Karen Thurber, Charlie and Mickey Moriarty, Clif and Joyce Ellis, Monte Frost and grandson, Ed, Janet and Julie Hedegaard, Tom and Gloria Kannas, Frank and Elizabeth Van Doorn, Jerry Vincenti, Jim and Cheryl Cushman, Ed and Sandy Anderson, Roger and Delmar Bunch. I am sorry if I missed remembering your attendance.

Benefits of a conversion to electronic ignition

Jim Smart – Hemmings Motor News



When you consider the nature of factory ignition systems devised a half-century ago, you'd have to wonder how they've endured. A buddy of mine has a nicely restored classic Mustang; its factory-original Autolite ignition is fitted with breaker points and a condenser along with Ford's "yellow-top" coil. If you stand by the tailpipe, you'll hear the occasional "putt-putting" of a misfire, harbinger of unburned hydrocarbons and wasted fuel. Time for something better under the hood.

If your classic car is still fitted with points and a condenser, it may be time for an upgrade to a modern ignition system. Install one and you'll never have to think about breaker maintenance again. There are two ways to get there: a drop-in electronic ignition conversion for your stock point-triggered distributor, or a complete replacement of your classic car's ignition system with either a factory electronic ignition system or a high-tech aftermarket system. There are plenty to choose from.



The Pertronix Ignitor line of electronic ignition retrofit kits have been on the market for decades with a proven track record. The original black Ignitor electronic ignition has long been considered a "stealth" upgrade due to its virtually undetectable presence beneath your distributor cap. When paired with the high-output coil it enables, the Ignitor delivers significantly higher voltage to the spark plugs for easy starts and better fuel efficiency. There are two more versions of the Ignitor, the Ignitor II and III, which feature better spark control and other improvements.

One of the most popular drop-in ignition systems is from Pertronix, which offers its line of Ignitor-branded drop-in ignition conversions. A typical installation time for an Ignitor kit is around 30 minutes, and once it's installed, there is no maintenance to worry about (unlike an old-style breaker point). Part of the installation involves setting the proper air gap with the thickness gauge Pertronix provides, but that's a one-time process. These units fit inside the stock distributor and are essentially undetectable once the cap is back in place—there are no external control boxes to mount.



If you own a vehicle from a manufacturer that didn't make it to the electronic era, like Hudson, Packard or Studebaker, you'll be limited to aftermarket conversions. Pertronix is but one of several drop-in electronic ignitions on the market. There are others from MSD, Accel, FAST, Speedmaster, AEM Electronics, AC Delco, and many more.

This is the black Ignitor for Ford six-cylinder engines with the "Loadomatic" distributors (which have only vacuum control). The Ignitor dramatically improves cold starting for any vintage six-cylinder engine. The same can be said for Chrysler, Chevy, and AMC sixes.

If you're working with a vehicle from the '60s or early '70s, you may also have the option of using a factory electronic ignition system from the original manufacturer based on the systems that were introduced in the mid '70s. For many of those vehicles, the late factory electronic ignition systems often maintain a somewhat correct appearance, since they

were original equipment for slightly newer models. Performance Distributors, Summit Racing Equipment, and your friendly neighborhood auto-parts store can set you up with a complete factory style electronic ignition system for most classic cars dating back to the 1960s. Chrysler was the first automaker to offer electronic ignition in 1972, followed by Ford and GM in the mid-1970s.

When installing an electronic ignition conversion, make sure to pay careful attention to the instructions. It's important to note that vehicles with 12-volt electrics and breaker-point ignition systems used some sort of ballast resistor or a resistor wire to feed the coil as a means of reducing the power to the ignition. Most electronic ignition systems require a full 12 volts for proper operation, so conversions usually advise against reusing the factory ignition's power feed. Again—follow instructions or reach out to the manufacturer for specific information.



If your factory distributor is not serviceable, Pertronix offers a line of drop-in Flame Thrower replacement distributors that maintain a factory original appearance yet will outperform the original. This is a Ford replacement with adjustable mechanical and vacuum advance.

American Autowire offers complete replacement wiring harnesses for many vintage vehicles and can custom tailor the wiring to include a power feed for electronic ignition if you're planning to upgrade your wiring. Painless Performance offers wiring looms that make it easy to retrofit your classic car with a factory electronic ignition system. I've

personally opted for Painless Performance's Ford Duraspark harness from Summit Racing in a classic Mustang—it has worked flawlessly.

I looked to Performance Distributors for the Duraspark II distributor, which arrived tuned and ready for installation. The Ford Duraspark controller can be found via any auto parts website. Performance Distributors also specializes in GM-style HEI distributors and has drop-in offerings for non-GM engines. The HEI distributor offers what is essentially a self-contained electronic ignition system, with the coil, electronic pickup, and control module all located within the distributor—all you need is a source of switched 12-volt power.

With numerous options available, an electronic ignition conversion may be in your vintage car's future, along with crisper starting and reduced maintenance.

MIDWEST ANTIQUE AUTO CLUB
AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS